

CLUB100 RACING LTD

RULES & REGULATIONS (PUBLISHED COPY)

LIGHTWEIGHT, SUPER- LIGHTWEIGHT CLASSES YDC CHAMPIONSHIPS 2021

JOHN VIGOR
CHAMPIONSHIP CO-ORDINATOR
3RD FEBRUARY 2021

1. ENTRY

Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied with full payment.

Entries for **Club100** events should be sent to:

racing@club100.co.uk or by phone 01795 883592

2. CANCELLATIONS

PLEASE NOTE THAT THE TERMS LISTED BELOW ARE FIRM AND COMPOUND WITH NO EXCEPTIONS.

- a. Full refunds or the option to re-schedule will be offered no later than 4pm on the Monday two weeks prior to each event.
- b. Cancellations received after this date but before 4pm on the Monday prior to the event will be offered a 50% refund or 50% transfer to a future event.
- c. Cancellations received after 4pm on the Monday prior to the event will lose full entry fee.
- d. 'No shows' on the day of the event will lose full entry fee.

- e. These cancellation terms also apply to members who pay for the whole season in advance.
- f. **CANCELLATIONS WILL ONLY BE ACCEPTED IN WRITING, BY EMAIL TO racing@club100.co.uk**
- g. The terms listed also apply to test day bookings.

3. CHAMPIONSHIP DATES

Rd 1	4 th April	Bayford Meadows
Rd 2	30 th May	Bayford Meadows
Rd 3	18 th July	Whilton Mill
Rd 4	8 th August	Buckmore Park
Rd 5	5 th September	Lydd
Rd 6	26 th September	Buckmore Park
Rd 7	28 th November	Buckmore Park

4. CHECK IN / DRIVERS' BRIEFING

- a. Any driver who fails to register (sign on) will not be permitted to participate in any part of the event.
- b. Drivers must produce their Motorsport UK competition licence at Check In. Non production of a licence will result in a fine of £25
- c. Any driver who fails to attend the drivers' briefing will not be permitted to participate in any part of the event.
- d. **THE ABOVE RULES WILL APPLY WITH NO EXCEPTIONS.**

5. WEIGHT

- a. The Lightweight Class minimum race weight limit is **70 kg**.
- b. The Super-Lightweight Class minimum race weight limit is **60 kg**.
- c. The entry-level weight without ballast for Lightweights is **63 kg**. This includes race suit and helmet. Drivers are not permitted to use a seat insert to achieve the entry-level weight. Drivers not achieving the entry-level weight will not be allowed to race in the Lightweight Class. Random checks on the entry level weight limit will be carried out during the season.
- d. It is each driver's responsibility to check his/her race weight at each race using the **Club100** scales.
- e. Where necessary, ballast may be attached to a seat insert or to the weight posts situated by the seat on the karts. **Club100** will not allow any extra weight to be fitted to a driver. **Club100** staff will check all ballasted seat inserts to ensure they are safe.
- f. Karts are fitted with two weight posts, which hold a maximum of 12 kg of lead. Lead can be purchased from BIZ karts (020 8443 3300). A limited amount of lead and seat inserts are available to borrow from **Club100** at each meeting, but it is recommended that drivers purchase their own lead if they are competing in more than one meeting.

- g. Drivers' race weight will be measured including their full kit, i.e. crash helmets, overalls, boots, seat inserts and ballast.
- h. Random checks will be made throughout each event. Any driver found to be lighter than the required race weight after any race or qualifying will be excluded from that session.

6. TRANSPONDERS

- a. Upon check in, each driver will be issued with a timing transponder, which is to be fixed to his or her allocated kart before each race. It is the sole responsibility of each driver to look after and ensure correct fixing of the transponder to his or her allocated kart.
- b. Drivers who forget to fit the transponder to their kart will score no points for that race.
- c. Drivers not fitting their transponder correctly to their kart and subsequently losing the transponder on circuit will score no points for that race.
- d. Drivers racing with the incorrect transponder fitted to their kart will score no points in that race.
- e. Any driver who loses or misplaces their transponder whilst in their possession will be charged the full value rate of £260 plus VAT.

7. PRACTICE / QUALIFYING

- a. Practice will precede a driver's qualifying session and will be a minimum of 4 minutes.
- b. Drivers who commit any of the offences detailed in rule 18 will be black-flagged and held in the pit lane for the remainder of practice.
- c. At the end of practice, drivers will be shown the green flag. Timed qualifying will commence when the first driver is shown the green flag.

8. QUALIFYING

- a. Drivers compete in one qualifying session of 6 minutes.
- b. At the 6 minute mark, the chequered flag will be waved. The timing will continue to include each driver's final lap time.
- c. Drivers are not permitted to change karts during their qualifying session.
- d. In the event of equal lap times being set by two or more drivers, the driver who sets the best 2nd fastest lap time will be awarded the higher grid position.
- e. **Club100** reserves the right to adjust race times at any point during the season
- f. Drivers who commit any of the offences detailed in rule 18 will be penalised by having their fastest lap time deleted. Any further offences will result in the driver having his/her 2nd fastest lap time deleted and so on.

9. FINALS

- a. All drivers will compete in 2 Finals (Pre-Final and Final).
- b. The finals will run for the duration of 12 minutes.
- c. Grid positions for the Pre-Finals will be determined by each competitor's fastest lap time in his or her qualifying session, subject to the application of any penalties (see rule 18)

- d. Grid positions for the Final are determined by each competitor's finishing position in his or her Pre-Final.
- e. Equal points will be awarded for finishing positions in both the Pre-Final and Final.
- f. Both the Pre-Final and Final will be preceded by a maximum of 3 laps warm up.
- g. **Club100** reserves the right to adjust race and practice times at any point during the season.

10. CHAMPIONSHIP POINTS

Championship points will be awarded in the Pre & Main Finals as follows:

Position	Points
1 st	130
2 nd	128
3 rd	127
4 th	126
5 th	125
6 th	124
7 th	123
8 th	122
9 th	121
10 th	120

Position	Points
11 th	119
12 th	118
13 th	117
14 th	116
15 th	115
16 th	114
17 th	113
18 th	112
19 th	111
20 th	110

Position	Points
21 st	109
22 nd	108
23 rd	107
24 th	106
25 th	105
26 th	104

DNF (did not finish): Points for last. See rule 13p.**DNS** (did not start) Points for last minus 1 position.

- b. Each driver's best 10 results from the 14 available finals (5 from 7 rounds) will count towards the championship.
- c. In the event of a tie on points between drivers at the end of the season, the higher position will be awarded to the driver with the most 1st places. If the drivers are still tied, the position will be decided based on the number of 2nd places, and so on until a result is achieved.
- d. In the unlikely event of a tie on the basis of each driver's best 10 results, the driver with the higher race position in the first round in which either driver competed will be awarded the higher position.
- e. Should it be necessary to cancel any round(s) for reasons beyond control, the organisers reserve the right to amend championship scores to count as follows –
 - 6 Rounds = 5 to count
 - 5 Rounds = 4 to count
 - 4 Rounds = 3 to count.
 If the series is reduced to just 3 rounds, then the championship will be deemed null & void and run as a 3 individual event series.
- f. Should it be necessary for any championship round to be cancelled for whatever reason prior to the start of the event, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship.

- g. Should it be necessary to abandon an event for any reason, such as adverse weather conditions, the results will be taken to the last race that resulted in equal races being run and championship points will be awarded accordingly. In this case, partial refund or an alternative date to complete the meeting will not be offered.

11. CHANGING KARTS

- a. A maximum of 1 kart change is permitted during the 4 minutes practice prior to Qualifying.
- b. A maximum of 1 kart change is permitted during the three practice laps prior to the Pre-Final and Final.
- c. During practice laps for qualifying and the A Finals, drivers are **not permitted** to change their kart once they have received (passed) the green flag signalling the end of practice and the start of qualifying, or the chequered flag signalling the end of practice for the Pre-A Final and A Final. Drivers attempting to change their kart after passing the chequered flag will be sent back out on circuit and will start from the back of the grid.
- d. A driver will be permitted to change his/her kart for a second time in any given race only in the event of a serious problem, such as complete brake failure, complete engine failure or complete ignition failure. If the kart in question is subsequently deemed fit to race by an official kart tester, the driver will not be awarded points for that particular race and will be classified as DNS (did not start).

12. AWARDS

Trophies will be presented to the top 3 drivers in each weight category for the Final.

13. RACE PROCEDURE

- a. Karts are randomly allocated. Drivers may not choose their own karts.
- b. Prior to each race, drivers should make the following checks (this is not an exhaustive list): fuel, fuel cap, tyres & rims, plug cap, exhaust & fittings, all steering components, chain tension, seat and stays, nose cone, side pods, front & rear bumpers, brakes, accelerator & associated cables.
- c. **Club100** karts are hand built; therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice and/or rolling-up laps.
- d. Grid formation will be 2 by 2. During rolling-up laps, drivers should stay to the outside of the track and leave gaps to allow other drivers to take up their allocated grid positions. Once all karts are on track, the front row should establish a steady and even speed behind the pace kart.
- e. Drivers who spin during rolling-up laps must start from the back of the grid. Failure to do so will result in a penalty (see rule 18)
- f. Drivers who fail to use circuit cut-throughs as directed during rolling-up laps will risk the race being started regardless of their position on circuit leading up to the race start.
- g. Drivers weaving excessively during rolling-up laps will receive a penalty (see rule 18).

- h. It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Clerk of the Course and/or the start line marshal if other drivers are preventing them from getting into their correct starting position. Drivers will receive a penalty if they start ahead of their grid position (see rule 18). If a driver fails to make any effort to take up their correct starting position, beneficiaries will not be penalised.
- i. During the rolling-up laps, drivers in trouble should raise a hand. Drivers may overtake competitors unable to keep up with the pack during rolling-up laps.
- j. The driver in pole position will control the pace as the pack approaches the start line, maintaining a steady and even speed towards the start line.
- k. No driver may overtake the pole-man before the start line.
- l. Drivers may not move across the track until they have crossed the start line.
- m. After the race, drivers who feel that their kart has developed a problem must return it to the mechanics' bay and report the fault to a member of staff in the pit lane. If a kart is placed back in line for the next race, then it is deemed fit for use in the next race.
- n. During the Finals, drivers suffering the following circumstances will be awarded their position on the score sheet on the lap prior to the failure: engine seizure, complete ignition unit failure, **carburettor throttle failure, throttle cable failure**, battery failure, or complete brake failure (unless sustained by driver error). If the failure occurs on the first lap, then the driver's starting position will be used to determine the number of points scored. No points will be awarded until the problem is verified by a member of staff.
- o. During the finals, drivers suffering the circumstances listed in 13o will be awarded their grid position according to their race position prior to the failure. If the failure occurs on the first lap, then the driver's starting position, minus 1 position, will be used for Final 2.
- p. During the qualifying sessions, drivers suffering the circumstances listed in 13o will be awarded their grid position for Final 1 according to their fastest lap time up to the point of the failure.
- q. Any damage or mechanical failure other than those listed in rule 13o will be regarded as *force majeure* and points will be awarded based on the driver's finishing position.
- r. In the Finals, non-finishers will be awarded points for finishing last. If more than one driver fails to finish, then points will be awarded based on the number of laps completed (i.e. the driver completing fewest laps will be awarded points for last, etc.). If two drivers retire on the same lap, the points will be awarded based on the relative positions at the end of the lap prior to their retirements.
- s. Race starts will be false-started if any drivers fail to allow racing room resulting in an 'untidy' and 'unfair' start. The race will continue to be false started until the start is deemed to be clean and fair. In the event of 2 consecutive false starts, the 3rd start will be single file. 2 minutes will be deducted from the race distance for every false start.
Note: Drivers will be notified at each round in the drivers briefing of the false start zone.
eg - A false start call may include an untidy start on turns 1, 2 and 3, depending on the venue. The clerks will use their discretion on calling a false start.
- t. Drivers must use the FULL circuit after passing the chequered flag unless directed otherwise by a **Club100** official.

14. SPINNING OUT

- a. If a driver loses control and subsequently goes into a spin, he/she **MUST** apply the brake immediately and prevent the kart from rolling backwards across the circuit. Any driver allowing their kart to roll backwards and not applying the brake after a spin and causing an incident will be heavily penalised. See rule 18.
- b. Drivers must **ONLY** re - join the session or race when it is clear and safe to do so. Any driver re-joining and causing a further incident will be heavily penalised. See rule 18.
- c. Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area must switch off their engine, get out of the kart and push it back onto the edge of the circuit. Once back in the kart, he/she can then start their engine and re-join the session or race when it is clear and safe to do so. A severe penalty will be applied to any driver contravening these instructions. See rule 18

15. FLAGS

Drivers must observe the following flags whilst on the circuit:

Union Flag/Lights	Race start
Red	Race stopped. Slow down and be prepared to stop on any section of the circuit where directed. See rule 21.
Yellow	Obstacle ahead. Raise hand and slow down. No overtaking allowed until the obstacle has been passed. See rule 16
Red/yellow striped	Caution: slippery surface.
Green with yellow chevron	False start. Cease racing and re-commence rolling-up procedure.
Black/white diagonal	Driver warning for contact, kerbing etc.
Black	Driver excluded. Return to pits.
Black with orange circle	Mechanical failure. Return to pits.
Blue	Driver about to be lapped. Give way to competitors.
Chequered	End of race. Return to pits

16. YELLOW FLAGS

- a. **DRIVERS ARE EXPECTED TO ACKNOWLEDGE THE YELLOW FLAG BY RAISING THEIR HAND. THIS HELPS TO PROTECT DRIVERS AND MARSHALS IN THE VICINITY OF YELLOW-FLAG INCIDENTS.**
- b. Should a driver overtake under a yellow flag and realise the mistake, that driver may decelerate and signal for the other driver to re-pass immediately. It is incumbent on the other driver to re-take the position, or the first driver is at liberty to carry on racing without penalty.

17. GENERAL

- a. The Clerk of the Course has the right to make post-race decisions after an inquiry.

- b. **Club100** reserves the right to issue an official verbal warning to any competitor where deemed appropriate. Further misconduct by the competitor may result in his/her exclusion from the event, their next race or the whole series at the discretion of **Club100** officials.
- c. Suits, helmets and gloves must be worn correctly. Drivers failing to comply will be black-flagged.
- d. Competitors are responsible for the behaviour of their supporters, family and friends.
- e. Competitors are reminded that any use of foul language or threatening behaviour, either towards a member(s) of staff or other competitors may be subjected to a BAN from their next session or race.
- f. **Club100** Racing Ltd. is covered by its own public liability insurance. Competitors are responsible for their own personal accident insurance.
- g. **Club100** technicians will set tyre pressures on the day. Drivers are not allowed to alter or check tyre pressures. Staff will check pressures if requested.
- h. All drivers must use a clear or yellow visor in dusk and dark conditions.
- i. CAMERAS – Helmet, shoulder and chest mounted cameras are not permitted. This includes the Cambox internal camera. A universal mount is fitted to each Kart on the Nassau Panel. Drivers are permitted to fit their cameras to record their fun.

IMPORTANT NOTE: Drivers shall fit their cameras to Nassau Panel at their own risk. Club100 shall not be responsible for any damage to cameras.

Drivers will be black flagged for any cameras that come loose and are only attached with the tether.
- j. Should it be necessary for any round to be cancelled prior to the event start for whatever reason, the organisers will endeavour to allocate an alternative date and/or venue.
- k. Due to any arising situation beyond control, Club100 Racing Ltd cannot be held responsible for any postponement or abandonment of the event. In the case of this nature, results will be declared and points will be calculated according to which part(s) of the race meeting has been completed.

18. PENALTIES

The following penalties will be applied by the Clerk of the Course, his deputy or his assistants.

- a. **Gaining a single place advantage as a result of contact with another kart:**
 - Four position deduction.
 - 2nd offence in race**
 - Exclusion at the end of the race
- b. **Contact driving by forcing another driver to run wide and compromising the offended driver's position:**
 - Four position deduction.
- c. **Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:**
 - Six position deduction*
 - 2nd offence in race**
 - Black flag.
- d. **Knocking over a cone / contact with track furniture:**
 - One position deduction.
- e. **Overtaking under a yellow flag (note rule 16b):**

- Four position deduction for each place gained.
- f. **Losing control and spinning under a yellow flag:**
Four position deduction
 - g. **Excessive kerbing. After two warnings:**
Two position deduction.
 - h. **Deliberate use of contact. After two warnings:**
Two position deduction.
 - i. **Speeding under yellow flags:**
Two position deduction.
 - j. **Deliberately forcing another driver off the circuit:**
Black Flag (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.
 - k. **Omitting any part of the circuit:**
One lap deduction.
 - l. **Deliberately blocking other drivers from overtaking, i.e. changing direction more than once on any one straight:**
Exclusion at the end of the race (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.
 - m. **Abandoning a kart on circuit:**
Exclusion at the end of the race (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.
 - n. **Allowing kart to roll back across circuit and causing an incident after a spin:**
Exclusion at the end of the race (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.
 - o. **Excessive weaving during rolling-up laps:**
Two position deduction.
 - p. **Deliberately jumping the start:**
Two position deduction for each place gained.
 - q. **Deliberately making contact with another driver after the chequered flag:**
Exclusion at the end of the race (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.

Note - Retaliation of any type: Black Flag for the race in which the offence was committed and subject to a BAN from their next race.

- r. **Grid loading and or loading into turn 1 at the start of the race.**
4 position deduction
- s. **Re-joining a session or race from a stationary position and causing an incident, or compromising another drivers position.**
Exclusion at the end of the race (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.

- t. **Exceeding track limits.**
After two warnings – Two position deduction.
- u. **Failure to follow instructions in rule 14c**
Event exclusion (no further races permitted)
- v. **Club100** reserves the right to adjust penalty values at any time during the season.
- w. **Underweight.**
Exclusion at the end of the race. (Lap times deleted in qualifying. Points for last minus 1 position for finals) for the session in which the offence was committed.
- x. **Pinching the fuel pipe during formation laps**
2 position deduction

19. APPLICATION OF PENALTIES

- a. Where an offence punishable by position deduction is committed during qualifying, the penalty will take the form of a position deduction in the classified finishing positions.
- b. Where an offence punishable by position deduction is committed during a final, the penalty will take the form of a position deduction in the classified finishing positions.
- c. An exclusion penalty in qualifying and finals means the offending driver will be deemed as finishing last.
- d. A Black flag penalty in qualifying and finals means the offending driver will be deemed as finishing last with no right of appeal.

20. APPEALS

- a. A driver is permitted a maximum of 1 appeals per event
- b. All appeals must be lodged with a **Club100** official in the pit lane at the earliest opportunity and no later than the end of the next race on the schedule.
- c. Video evidence will not be accepted.
- d. Spectators may not be used as witnesses.
- e. Evidence from drivers may be heard at the request of the driver and/or the Clerk of the Course, his deputies and/or assistants.
- f. There is no right of appeal for any black flag offences.

21. RED FLAG PROCEDURE

- a. In the event of a red flag, all drivers must slow to rolling-up pace and stop where directed by the marshals.
- b. A result will be taken from the positions at the end of the previous full lap completed by the leader.
- c. If the result covers less than one quarter of the original full race distance, the race will be restarted using the original grid positions. Where one-quarter distance is less than 2 laps then 2 laps will be used as the cut-off point.
- d. If the result covers between one quarter and three quarters of the original full race distance, the race will be restarted in single file with the starting order determined by the result of the first part of the race. The final race result will be taken from the result of the restarted race only, the first part of the race being used purely to determine the starting order for the restart.
- e. If the result covers more than three quarters of the original full race distance, then the result will be declared final.
- f. If the race is restarted, the race time or number of laps will be determined by **Club100** officials.
- g. No driver may change his/her kart during a red-flag stoppage.
- g. No replacement karts will be given to any driver during a red-flag stoppage under any circumstances.
- h. No work may be carried out on the kart during a red-flag stoppage. This includes adding fuel.
- i. Any penalty received in any part of the race will be applied to the final result.
- j. Any driver injured in the red-flag incident must be cleared by the paramedics prior to taking the restart and their kart must be checked and declared race-worthy by the chief mechanic. The driver must start from the back of the grid.
- k. In the event of the fastest lap being used in a tie-break (e.g. for calculating final grids), the fastest lap will be taken from the second part of the race only.

22. **MOTORSPORT UK YEAR BOOK 2021**

These rules and regulations are written with the intention of fair play to all of **Club100's** competitors. Any further regulations, where required, will be implemented in line with the Motorsport UK Karting Year Book 2021 where possible.